

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
PHONE (916) 227-6230
FAX (916) 227-6214
TTY (916) 227-8454



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August 30, 2004

04-SCI,Ala-880,262-13.2/16.9,R0.0/4.7,R0.0/R0.7
04-2332U4
ACNHI-880-1-(055) N

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SANTA CLARA AND ALAMEDA COUNTIES IN MILPITAS AND FREMONT ON ROUTE 880, FROM 0.3 KM SOUTH OF ROUTE 880/237 SEPARATION TO 0.5 KM SOUTH OF FREMONT BOULEVARD OVERCROSSING AND ON ROUTE 262 FROM ROUTE 880 TO KATO ROAD OVERCROSSING.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on October 13, 2004.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheets 8, 10, 17, 18, 19, and 433 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.18, "TEMPORARY WALL," the first paragraph under subheading "PAYMENT" is replaced as follows:

"Full compensation for temporary wall shall be considered as included in the contract price paid per cubic meter for imported borrow (structure approach) and no additional compensation will be allowed therefor."

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In the Special Provisions, Section 10-1.37, "EARTHWORK," the third through ninth paragraphs are revised as follows:

"Material for structure approach embankments shall be imported borrow (structure approach) and have an Expansion Index value of less than 50 and a Sand Equivalent value of greater than 20. Structure approach embankments shall be defined as being within the limits specified in the following table:

Structure Approach Embankment Limits
WS Line Station 134+10 to WS 136+90
WS Line Station 140+60 to WS1 143+10
SE Line Station 138+30 to SE 139+50
SE Line Station 141+10 to SE 143+00
WO Line Station 100+90 to WO 101+70
WO Line Station 102+70 to WO 104+20
WO Line Station 104+40 to WO 105+90
KO Line Station 100+40 to KO 100+90
KO Line Station 100+70 to KO 101+80
KN Line Station 138+20 to KN 139+00

Attention is directed to "Material Containing Aerially Deposited Lead" of these special provisions.

The grading plane of embankments beneath structure approach slabs and beneath the thickened portion of sleeper slabs shall not project above the grade established by the Engineer.

The portion of embankment, imported borrow (structure approach) or imported borrow (geosynthetic reinforced embankment) placed within 1.5 m of the finished grade shall have a Resistance (R-Value) of not less than 15.

Reinforcement or metal attached to reinforced concrete rubble placed in embankments shall not protrude above the grading plane. Prior to placement within 0.6-m below the grading plane of embankments, reinforcement or metal shall be trimmed to no greater than 20 mm from the face of reinforced concrete rubble. Full compensation for trimming reinforcement or metal shall be considered as included in the contract prices paid per cubic meter for the types of excavation shown in the Engineer's estimate, or the contract prices paid for furnishing and placing imported borrow (structure approach) or embankment material, as the case may be, and no additional compensation will be allowed therefor.

Imported borrow (structure approach) shall be mineral material including rock, sand, gravel, or earth. The Contractor shall not use man-made refuse in imported borrow (structure approach) including:

- A. Portland cement concrete,
- B. Asphalt concrete,
- C. Material planed from roadway surfaces,
- D. Residue from grooving or grinding operations,
- E. Metal,
- F. Rubber,
- G. Mixed debris,
- H. Rubble

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Imported borrow (structure approach) will be measured and paid for by the cubic meter and the quantity to be paid for will be computed in the following manner:

- A. The total quantity of embankment will be computed in conformance with the provisions for roadway excavation in Section 19-2.08, "Measurement," of the Standard Specifications, on the basis of the planned or authorized cross section for embankments as shown on the plans and the measured ground surface.
- B. The Contractor, at the Contractor's option, may compact the ground surface on which embankment is to be constructed before placing any embankment thereon. If the compaction results in an average subsidence exceeding 75 mm, the ground surface will be measured after completion of the compaction. The Engineer shall be allowed the time necessary to complete the measurement of an area before placement of embankment is started in that area.
- C. The quantities of roadway excavation, structure excavation and ditch excavation, which have been used in the embankment, will be adjusted by multiplying by a grading factor to be determined in the field by the Engineer. No further adjustment will be made in the event that the grading factor determined by the Engineer does not equal the actual grading factor.
- D. The Contractor may propose a plan whereby the Contractor would be paid on the basis of measured settlement in lieu of the allowance specified above. The proposal shall include complete details of the subsidence-measuring devices and a detailed plan of each installation. If the proposed plan is approved by the Engineer, the Contractor, at the Contractor's expense, shall provide, install and maintain the subsidence-measuring devices. The Engineer will take necessary readings to determine the progress of subsidence, if any, and the Contractor shall provide necessary assistance to make the readings.
- E. Installed devices which are determined by the Engineer to have been damaged will not be used for the determination of subsidence for the area the devices represent in the pattern of approved installations. The subsidence of the area represented by that installation shall be considered zero, regardless of the subsidence measured at other installations.
- F. The volumes required as a result of subsidence will be computed by the average-end-area method from the original measurements and the final measurements, including zero subsidence at all points and for all areas as provided herein. It shall be understood and agreed that the subsidence at the point of intersection of the side slopes (and end slopes at structures) with the ground line as established by the original cross sections shall be considered as zero. Unless otherwise agreed to by the Engineer, the subsidence shall be considered as zero at the points on the cross sections 15 m beyond the beginning and ending of the instrumented area. The computed volumes for such subsidence will be added to the quantities of embankment measured as specified herein.
- G. Detachable elements of the subsidence-measuring devices which can be salvaged without damage to the work shall remain the property of the Contractor and shall be removed from the highway right of way after final measurements are made. Sub-sidence-measuring devices installed as a part of "Settlement Instrumentation" elsewhere in these special provisions shall be left in place at the end of this contract."

In the Special Provisions, Section 10-1.55, "FINISHING ROADWAY," the third paragraph is revised as follows:

"Full compensation for finishing roadway shall be considered as included in the contract price paid per cubic meter for imported borrow (structure approach) and no additional compensation will be allowed therefor."

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In the Proposal and Contract, the Engineer's Estimate Item 79 is revised as attached.

To Proposal and Contract book holders:

Replace page 6 of the Engineer's Estimate in the Proposal with the attached revised page 6 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum with all the books being purchased to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

ENGINEER'S ESTIMATE
04-2332U4

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
61	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM	LUMP SUM	
62	190101	ROADWAY EXCAVATION	M3	192 000		
63	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
64 (F)	192003	STRUCTURE EXCAVATION (BRIDGE)	M3	1057		
65 (F)	192008	STRUCTURE EXCAVATION (TYPE A)	M3	160		
66 (F)	192020	STRUCTURE EXCAVATION (TYPE D)	M3	12 920		
67	192037	STRUCTURE EXCAVATION (RETAINING WALL)	M3	980		
68 (F)	193003	STRUCTURE BACKFILL (BRIDGE)	M3	6346		
69	193013	STRUCTURE BACKFILL (RETAINING WALL)	M3	570		
70	193031	PERVIOUS BACKFILL MATERIAL (RETAINING WALL)	M3	24		
71	193114	SAND BACKFILL	M3	270		
72 (F)	049620	EARTH RETAINING STRUCTURE WALL NO. 2	M2	97		
73 (F)	049621	EARTH RETAINING STRUCTURE WALL NO. 3	M2	1100		
74 (F)	049622	EARTH RETAINING STRUCTURE WALL NO. 4	M2	157		
75 (F)	049623	EARTH RETAINING STRUCTURE WALL NO. 5	M2	955		
76 (F)	049624	EARTH RETAINING STRUCTURE WALL NO. 6	M2	380		
77 (F)	049625	EARTH RETAINING STRUCTURE WALL NO. 8	M2	445		
78 (F)	049626	EARTH RETAINING STRUCTURE WALL NO. 9	M2	198		
79	033634	IMPORTED BORROW (STRUCTURE APPROACH)	M3	287 000		
80	032528	DRAINAGE WICK	M	38 500		